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Annex "A," Subparagraph 3e,
Economic Background

TRANSPORTATION AND DOMESTIC TRADE

489 Both railway and ocean-shipping facilities in North China can be considered fairly adequate. The Communists have exerted a great deal of effort to hasten the rehabilitation and extension of the original railway network in this region of China. The reconstruction of the new harbor at Tangku has helped to improve the facilities for handling ocean shipping, highways in the vicinity of Peking and Tientsin have been rebuilt, and air transportation between Peking and other principal cities in China has been greatly expanded in recent years. As the result of this development of transporation facilities, domestic trade in North China has increased rapidly, especially in and around Peking where the supply of daily necessities to government employees and urban inhabitants is of prime importance to the smooth functioning of the present regime.

I. RAILWAY REHABILITATION AND CONSTRUCTION

496 Immediately after World War II, the
499 Nationalist Government began work on the rehabilitation of the railways in North China.

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496 When the Communists came to power, they continued to develop the railways, and a number of double tracks were laid in order to increase the amount of traffic the roads could handle. The network in operation in North China in 1955 is shown in Table 1.

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Table 1. Railways in North China 1955*

(Unit: Km. = kilometers.
Mi. = miles.)

Railway Systems	Terminals	Distance Covered	
The Peking Railway Administration			
Trunk Lines			
Peking-Shanhaikuan (W)	Peking — Tientsin	141 Km.	(88 Mi.)
Peking-Hankow (N)	Peking — Shihchiachuang	286 Km.	(179 Mi.)
Peking-Paot'ou	Peking — Paot'ou	815 Km.	(509 Mi.)
Peking-Kupeik'ou	Peking — Kupeik'ou	71 Km.	(44 Mi.)
Fengt'ai-Shach'eng	Fengt'ai — Shach'eng	105 Km.	(66 Mi.)
Branch Lines			
Peking-Ment'oukou	Peking — Ment'oukou	26 Km.	(16 Mi.)
Peking-T'unghsien	Peking — T'unghsien	25 Km.	(16 Mi.)
Lianghsiang-T'oli	Lianghsiang — T'oli	16 Km.	(10 Mi.)
P'angchiapao-Hsifanhua	P'angchiapao — Hsifanhua	10 Km.	(6 Mi.)
Liuliho-Chouchiatient	Liuliho — Chouchiatien	15 Km.	(9 Mi.)
	Total	1,510 Km.	(943 Mi.)
The Tientsin Railway Administration			
Trunk Lines			
Peking-Shanhaikuan (E)	Tientsin— Shanhaikuan	277 Km.	(173 Mi.)
Peking-Hankow (M)	Shihchiachuang — Anyang	1,221 Km.	(763 Mi.)
Shihchiachuang-Taiyuan (E)	Shihchiachuang — P'ingting	231 Km.	(145 Mi.)
Tientsin-P'uk'ou (N)	Tientsin — Techou	238 Km.	(150 Mi.)
Shihchiachuang-Techou	Shihchiachuang — Techou	181 Km.	(113 Mi.)

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Branch Lines

Tientsin-Tangku	Tientsin — Tangku	43 Km.	(27 Mi.)
Linch'eng-Tsaochuang	Linch'eng — Tsaochuang	31 Km.	(19 Mi.)
Hantan-Hats'un	Hantan — Hots'un	50 Km.	(31 Mi.)
Mat'ou-Hsitso	Mat'ou — Hsitso	21 Km.	(13 Mi.)
Huishui-Chinghsing	Huishui — Chinghsing	11 Km.	(7 Mi.)
Nanchangts'un-Fengshan	Nanchangts'un — Fengshan	7 Km.	(4 Mi.)
	Total	2,312 Km.	(1,445 Mi.)

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The Taiyuan Railway Administration

Trunk Lines

T'ung-P'u (N)	Taiyuan — Tat'ung	357 Km.	(223 Mi.)
T'ung-P'u (S)	Taiyuan — Fenglingtu	509 Km.	(318 Mi.)
Shihchiachuang-Taiyuan(W)	P'ingting — Taiyuan	231 Km.	(144 Mi.)

Branch Lines

Yüanp'ing-Tayingchen	Yüanp'ing — Tayingchen	120 Km.	(75 Mi.)
Hsinhsien-Chiatzuwan	Hsinhsien — Chiatzuwan	52 Km.	(33 Mi.)
Hsinch'eng-Paichiachuang	Hsinch'eng — Paichiachuang	24 Km.	(15 Mi.)
Yümenkou-Hsiming	Yumenkou — Hsiming	4 Km.	(3 Mi.)
Taiyuan-Lants'un	Taiyuan — Lants'un	16 Km.	(10 Mi.)
Taiyuan Round City	Taiyuan (S) — Taiyuan (N)	14 Km.	(9 Mi.)
Tungkuan-Luan	Tungkuan — Luan	175 Km.	(109 Mi.)
P'ingyao-Fenyang	Pingyao — Fenyang	34 Km.	(21 Mi.)
	Grand Total	5,358 Km.	(3,348 Mi.)

* Hung-hsün Ling, Chung-kuo T'ieh-lu Kai-lun [General Survey of Chinese Railways], Taipei, 1950, pp. 29-31.
Toshio Ito, Chukyo tetsudo no genjo [The Present Conditions of Chinese Communist Railways], Tokyo, Ministry of Foreign Affairs, 1954, pp. 47-49.; New China News Agency release, Peking, June 30, 1955.

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496 Of all the railways listed in Table 1, only the Feng-t'ai--Sha'ch'eng Railway, a section of the Peking-Pao-t'ou Railway, was built by the Communist regime. The original section (between Peking and K'ang-chuang) crosses very difficult terrain, particularly at Kuankou where the grade is as high as 3.33 per cent -- the steepest in the Chinese railway system.[1] To pass over this grade, two large locomotives, one to haul and one to push, are employed to handle a train with a maximum of 15 cars. The difficult grade was a serious hindrance to the routing of traffic on the line as a whole. The Feng-t'ai--Sha-ch'eng Railway was built in order to eliminate this section of the Peking--Pao-t'ou Railway. Construction of this 105-kilometer (65.6 mi.) line began in 1953 and was completed in June 1955, six months ahead of schedule. The railway starts from Feng-t'ai, an important junction of five railways, ends at Sha-ch'eng, northwest of K'ang-chuang and outside the Great Wall, and serves through-traffic from Peking to Moscow via the new Chi-ning--Erhlien--Outer Mongolia Railway. It is reported that after this short line was completed, the volume of traffic increased 333 per cent and speed speed was increased approximately 250 per cent.[2]

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1. Hung-hsün Ling, op. cit., p. 102.
2. China Daily News, New York, July 27, 1955.

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• 499 496 In the early part of 1955, the Communists also began to replace the light rails of the Shih-chia-chuang--Taiyuan Railway with heavier rails. The work of replacement is to be accomplished before the end of 1957, the last year of the Chinese Communists' first Five-Year Plan.[3] This railway serves as an outlet for coal produced in Shansi; the amount of freight traffic the railway can handle will be considerably increased upon the laying of sturdier rails.

A plan for the renovation of the T'ung-p'u Railway was implemented in early 1955. Some improvements were made in 1937 to the northern section of the line when the Japanese invaders converted it from narrow- to standard-guage in order to facilitate troop movements. Their work was convined to change of guage; bridges, roadbeds, and tunnels were neither enlarged nor strengthened.[4] The southern section of the railway remained a narrow-guage line. Its carrying capacity has been limited by steep gradients, sharp curves, and poor equipment; the railway has been unable to meet the increasing demands of agricultural and industrial producers in the

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3. New China News Agency release, Taiyuan, April 1, 1955.

4. Survey of China Mainland Press, Hong Kong, U. S. Consulate General, May 14-16, 1955, No. 1048, p. 56.

499 the area it was intended to serve. It is planned
496 that the southern section will be converted to standard-gauge and gradients, curves, bridges, tunnels, and culverts will be smoothed and strengthened.[5] Certain sections of the railway will be double-tracked and principal stations will be enlarged and modernized.[6]

Other projects of a similar nature have been undertaken on the Peking-Mukden Railway and the Peking-Hankow Railway. Eight-hundred kilometers (500 mi.) of double tracks had been completed on the Peking-Mukden Railway in late 1955, according to a report from Peking.[7]

There are seven large railway plants in North China: (1) the Chang-hsin-tien Plant, near Peking; (2) the Nan-k'ou Plant in Hopei Province; (3) the Tientsin Plant at Tientsin; (4) the Tangshan Plant in Hopei Province; (5) the Shihchiachuang Plant in Hopei; (6) the Taiyuan Railway Plant in Shansi Province; and (7) the Feng-t'ai Railway Bridge Plant near Peking.[8] The Chang-hsin-tien, the Tientsin,

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5. Ibid.
6. Ibid.
7. China Daily News, New York, Nov. 16, 1955.
8. Chung-k'ung Wen-t'i [Chinese Communist Problems], Hong Kong, Tzu-yu ch'u-pan-she, 1954, Series No. 1, pp. 75-76.

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499 496 the Tangshan, and the Taiyuan plants are best-equipped. The current practice in Communist China is to overhaul each locomotive after it has been in service for 300,000 kilometers (187,500 mile): ordinary repairs are undertaken after 100,000 kilometers (65,500 mi.). Railway cars are overhauled after 16-18 years of service, depending upon the type of car; for ordinary repairs, the period of service is halved. Freight cars are overhauled after 6-8 years of service; ordinary repairs are made after the car has been in service for 3-4 years.[9]

Although the city of Feng-t'ai serves as a junction for the Peking-Hankow, the Peking-Mukden, the Peking-Tientsin, the Tientsin--Pu-k'ou, and the Peking--Pao-t'ou railways, the traffic is too heavy for existing facilities. The construction of a new train-dispatching yard, on 100,000 acres to the west of the present station, was begun in 1955. The plan provides for the construction of 141 kilometers (88 mi.) of special service lines, the installation of automatic signaling devices, and a new communications network.[10] The first stage of the project, increasing the

9. Ibid., p. 76.
10. Wen-hui Pao [Wen-hui Daily], Hong Kong, Sept. 5, 1955.

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499 efficiency of the railroad yard by some 30 per cent, was to have been completed by the end
496 of 1955, according to a report from Hong Kong.[11]

II. RAILWAY THROUGH-TRAFFIC

496 Three international through-express trains were operating in Communist China in 1955: Peking-Moscow, Peking-Pyongyang, and Peking-Hanoi. The Peking-Moscow run (9,050 kilometers, 5,656 miles) was inaugurated on January 31, 1954; the journey takes nine days.[12] The Peking-Pyongyang run, inaugurated on June 3, 1954, takes 34.5 hours between Peking and the capital of North Korea.[13] The Peking-Hanoi run, inaugurated on August 1, 1955, takes about four days between Peking and the former capital of Indochina. In additional to these international through-express trains, there are five national through-express trains between Peking and other principal points in China: the Peking-Manchouli express; the Peking-Shenyang (Mukden) express; the Peking-Harbin express; the Peking-Hankow express; and the Peking-Shanghai express.

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11. Ibid.
12. China Daily News, New York, July 15, 1955.
13. Kuang-ming Jih-pao [Enlightenment Daily], Peking, June 4, 1954.